

The China Mail.

Established February, 1845.

VOL. XXXVII. No. 5587.

號十月六年一十八百八十一英

HONGKONG, FRIDAY, JUNE 10, 1881.

日月十月五年己辛

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES & HINDS, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE RÖNNY, 19, Rue Monseigneur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAILEY & Co., Square, Singapore. C. HEINZEN & Co., Manila.

CHINA.—MACAO, MESSRS A. A. DE MELLO & Co., Siccator, CAMPBELL & Co., AMoy, WILSON, NICHOLLS & Co., Fochow, HERDE & Co., Shanghai, LANE, CRAWFORD & Co., SHI-KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman.—A. MOLIVER, Esq.

Deputy Chairman.—H. L. DALVIPLIE, Esq.

E. R. BÉLILION, Esq. F. B. JOHNSON, Esq.

H. DE C. FORBES, Wm. REINERS, Esq.

H. HOPPIUS, Esq. F. D. SASOON, Esq.

W. S. YOUNG, Esq.

Chief Manager.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EVERETT CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

6 " 4 per cent.

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road-East.

Hongkong, April 19, 1881.

COMPTOIR DESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30TH APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.

RESERVE FUND, £300,000.

HEAD OFFICE—14, RUE BERGERE,

PARIS.

AGENCIES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO,

MARSEILLE, BOMEAL, HONGKONG,

LYONS, CALCUTTA, HANKOW,

NANTES, SHANGHAI, FOOCHOW,

MELBOURNE, and SYDNEY.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

MESSRS C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. SCHWEBLIN,

Agent, Hongkong.

Hongkong, April 12, 1881.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At² 3 months' notice 3% per Annum.

6 " 4 " "

12 " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,

Acting Manager.

Oriental Bank Corporation,

Hongkong, September 4, 1879.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED, prepared to accept FIRST-CLASS RATES at £100 per Annum, and other INSURANCES at Proportionate Rates.

Shareholders are requested that the Directors have the power of distributing a certain proportion of the undrawn profits annually among such Shareholders as have contributed business to the Company.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

A. G. STOKES,

Acting Secretary.

Hongkong, May 19, 1881.

Notices of Firms.

NOTICE.

M. R. HERMANN OTTE has been authorized to sign our Firm per Prosecution.

PUSTAU & Co.

Hongkong, Canton, May 18, 1881.

NOTICE.

M. R. FRANCIS CASS is hereby authorized to sign our Firm by Prosecution on and after this Date.

NOTICE.

ELLES & Co.

Amoy, 1st June, 1881.

NOTICE.

KELLY & WALSH & CO.

Hongkong, June 1, 1881.

NOTICE.

JULES MUMM & Co.

CHAMPAIGNE.

Quarts, \$16 per doz. Case, \$17 per doz.

GIBB, LIVINGSTON & Co.

Hongkong, February 2, 1880.

NOTICE.

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

By E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Hongkong, December 6, 1879.

FOR SALE OR TO BE LET.

THE DESIRABLE BUNGALOW, known as "CHONGKET," at VICTORIA GAP, on Lot 67.

For Particulars, apply to

RUSSELL & Co.

Hongkong, May 20, 1881.

TO LET.

IMMEDIATE POSSESSION.—"BLU HOUSE."

ONE SECOND FLOOR.

ONE THIRD FLOOR.

THREE BASEMENTS.

Also, STORAGE (back Godowns).

Apply to

FUNG-MING-SHAH,

Mercantile Bank;

or,

J. M. GUEDES, Jr.

Hongkong, June 6, 1881.

TO LET.

NO. 2, OLD BAILEY STREET.

And, No. 6, PEDDAR'S HILL.

Apply to

STIMSSSEN & Co.

Hongkong, January 21, 1881.

TO LET.

THE DWELLING HOUSE—No. 31,

WELLINGTON STREET.

ROOMS in CLUB CHAMBERS, suitable for Offices or Chambers.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 26, 1881.

TO LET.

PLAYA EMAL and WANCHAI ROAD.

For Particulars, apply to

STIMSSSEN & Co.

Hongkong, June 8, 1881.

Intimations.

NOTICE TO MARINERS.

DOVE ROCK WHISTLING BUOY.

NOTICE is hereby given, that the Dove Rock Whistling Buoy was on the 7th June, Temporarily REMOVED for Repairs—being replaced by a Red Buoy surrounded by a Black Spherical Cage—and will probably be in position again by the 17th instant.

A. HUBER,

Commissioner of Customs.

Custom House, Swatow, 7th June, 1881.

WANTED.

A. PORTUGUESE BOOKKEEPER for one of the Coast Posts.

Anwerte, sending qualifications, giving references, and Salary expected, to be addressed at once to A. B. C., care of this Office.

Hongkong, May 7, 1881.

THE "A. B. E. A. S. T."

TREASURER OF 1878 WANTED.

Apply to this Office.

Hongkong, October 4, 1880.

For Sale.

LANE, CRAWFORD & Co.

HAVE FOR SALE EX-RECENTLY ARRIVED STEAMERS SUMMER REQUISITES AND LUXURIES.

NEUROTONE—A Nerve Tonic and Delicous Beverage, Non-alcoholic and Restorative.

THE CHINA MAIL.

No. 5687.—JUNE 16, 1881.

For Sale.

MacEWEN, FRICKEL & CO.
HAVE RECEIVED FOR SALE,
Es. Recently arrived Mail and
other Steamships.

**AMERICAN AND ENGLISH
GROCERIES.**
FRESH SUPPLIES RECEIVED BY EVERY
MAIL.

EASTERN AND CALIFORNIAN CHEESE.
Bonless CODFISH.
Prime HAMS and BACON.
RUSSIAN CAVIARE.
Eagle Brand Condensed MILK.
PEACH, and APPLE BUTTER.
PICKLED OX-TONGUES.

FAMILY DIG-PORTS in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Beau Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2½ lb cans.

Assorted Canned VEGETABLES,
Potted SAUSAGE and Sausages
MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

**Richardson & Robbin's Celebrated Potted
MEATS.**

Lunch TONGUE.

Assorted American SYRUPS for Sum-

mer Drunks.

McCarty's Sugar LEMONADE.

Cream CHOWDER.

Codfish BALLS.

Green TURTLE in 2½ lb cans.

**CALIFORNIA
RAKER**

COMPANY'S BISCUITS in 5 lb

tins, boxes, and loose.

Alphabetical BIS-

CUES.

Fancy Sweet Mixed

BISCUITS.

Ginger CAKES.

Soda BISCUITS.

Oyster BISCUITS.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MEAL.

NEW BOOKS.

3,000 Numbers "FRANKLIN SQUARE" and

"SEASIDE" LIBRARIES, including

McCarthy's "HISTORY OF OUR OWN
TIMES," "EDINBURGH," and

other recent Publications,

from 15 cents to 25

cents each.

WILLIAMS'S "MIDDLE KINGDOM,"

GRIFFITH'S "MIKADO'S EMPIRE"

"PARTISAN LIFE WITH MOSBY,"

"WEARING THE GREY."

BANGOR'S HISTORY OF THE UNITED
STATES.

MOTLEY'S DUTCH REPUBLIC.

JOHN OF BARNEVILLE.

UNITED NETHERLANDS.

THE HARP OF A THOUSAND
STRINGS."

HARPER'S HALF HOUR SERIES.

FRANCHE NOVELS.

Medical WORKS.

SCHOOL BOOKS.

Presentation BOOKS.

WORKS OF REFERENCE.

ALBUMS of Music, with Words.

ALBUMS of Pianoforte Pieces.

Sheet MUSIC.

Photo. ALBUMS, Etc., Etc.

S T A T I O N E R Y.

For LADIES, and OFFICE use.

OFFICE REQUISITES of every description.

SPECIALLY SELECTED

C I G A R S .

WINES, SPIRITS, BEER AND

AERATED WATERS.

CROSSE & BLACKWELL'S
and

JOHN MOORE & SON'S
FAIRHOUSE STORES.

TEYSSEUR'S DESSERT FRUITS.

SAVOURY PATE.

GAME PATE.

PORK PATE.

OX PALATES.

HUNG (Hambr.) BEEF.

TRIFLE.

FRUITS for Ice.

SHERBET.

COOCATINA.

VAN HOUTEN'S COCOA.

EPT'S COCOA.

ROBINSON'S GROATS.

GEELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

Ham TONGUE and

Chicken SAUSAGE.

ASPARAGUS.

MACCARONI.

VERMICELLI.

SAUSAGES.

MEATS.

SOUPS, &c., &c.

SHIPCHANDLERY of every Description.

RIGGING and SAIL-MAKING promptly
executed.

Hongkong, May 20, 1881.

Mails.



Notices to Consignees.

NOTICE TO CONSIGNEES.
BRITISH BARQUE "CHUSAN,"
FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & CO., Agents.
Hongkong, June 8, 1881. jell1

NOTICE TO CONSIGNEES.
S. S. "TAKASAGO MARU," FROM
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge or remaining on board after TUESDAY, the 7th Instant, will be landed and stored at Consignees' expense and risk.

No Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

Union Steamer.
To KOREA.....\$ 10 81
YOKOHAMA & NAGASAKI.....75 20
SHANGHAI via YOKOHAMA.....120 40
KOREA.....95 30

A REDUCTION is made on RETURN CABIN
PASSENGERS.

Cargo and Passengers for Nagasaki will be transferred to the Shanghai Mail Steamer at Kobe.

For further particulars, apply at the Company's Offices, PHAYA CENTRAL, West Corner Pottinger Street.

J. H. J. TRIPP, Agent.
Hongkong, May 30, 1881. jell1

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamer "Empress," Captain Mr. SCHILLER, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to destination, unless notice to the contrary be given, before noon To-morrow, the 10th instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognized.

R. LYALL (NORTON & CO.), who is authorized to sign our Firm.

R. LYALL, Agent.
Hongkong, June 9, 1881. jell1

NOTICE TO CONSIGNEES.

THE BRITISH BARK "JAVA
PACKET" FROM MAURITIUS.

CONSIGNEES of Cargo by the above-named Vessel, laded with the cargo ex-Vale de Douro, from London, on TUESDAY, 14th June, 1881, at 3 p.m., Consignment being made at Yokohama, will be sent to their Bills of Lading to the Undersigned for countersignature. They are hereby notified that the Cargo having been much delayed in the transhipment at Mauritius, it will be landed at Consignee's risk at the HONGKONG WHARF and GOPOWAN, in Wanchi, whence delivery can be obtained.

Consignees are also informed that before delivery can be obtained, they will be required to sign the General Average Bond.

ARNHOLD, KARBERG & CO., Agents.

Hongkong, June 6, 1881.

NOTICE.

"CLARISSA B. CARVER," FROM
NEW YORK.

CONSIGNEES of Cargo by the above-named Vessel, are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

Douglas LAPIRAK & CO., Agents.

Hongkong, May 28, 1881.

Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily "China Mail," published twice
on a month, on the morning of the English
Mail's departure, and is a record of
each fortnight's current history
of events in China and Japan, contributed
in original reports and collated from
the journals published at the various
ports in China.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per copy (postage
paid \$12.50), \$12 per annum (postage
paid \$25).

Order should be sent to GEO. MURRAY
Bank "China Mail" Office, 2, Wyndham
Street, not later than noon of the day the
English Mail Steamer leaves.

Terms of Advertising same as in Daily
China Mail.

Mr. Andrew Wind,
News Agent, &c.

133, NANSAU STREET, NEW YORK;

is authorized to receive Subscriptions,
Advertisements, &c., for the "China Mail,"
Overland China Mail, and "China Review."

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

Ex. Smith, 3 cases Wine, Order
from Marselles.

B M 1305, 1305 6/1, 3 cases Wine, Order
from Marselles.

B M 1007, 8 cases Wine, Order, from Mar-
selle.

B 1/2, 4 cases Wine, Order, from Mar-
selle.

G. M. CHAMPEAUX,
Agent.</p

THE CHINA MAIL.

and that would incur danger of thieves, and as our capital is in the boats, who would not, under such circumstances, be afraid. Moreover, to speak of tides and adverse winds, the cargo-boats are heavily laden, and from the steamer to the Custom House the navigation of such boats is very difficult. There would be continual danger of their being capsized; again, there would be no means of rescue, each boat could hold only man if they were the enough men to go to the sea, the boats might be taken up, so we should be reduced by our customers, and the merchants would be a still greater four, and there would be so much swaying the law that every vessel would be fined.

We bring this oppressive business clearly, stated to the notice of the great officials, petitioning the Tung Li Yamen and the Inspector-General of Customs to send an official document permitting us to do what we have asked. If the former regulations are established it will be well, and the fines will not be inflicted.

Meanwhile we are compelled to stop, our shop and not to trade for a time.

All the Swatow merchants say jointly that because of the affair, from the first day of the fifth month of the year, they will cease to charter vessels, and we promptly dispatch this message to the houses of the various ports asking them from the date of reception of their letter not to despatch vessels to us; as to the vessels already consigned, there is no help for it; they must come up to the last day of the sixth month.

During the sixth month, if you send cargo to Swatow, it will not be accepted as formerly, but if we find out after the receipt of this letter you have consigned ships to us, or if any vessels whatever come to us after the last day of the sixth month, we will not receive the cargo.

We also say firmly that on and after the first day of the seventh month, Shanghai and Hongkong will not send merchandise to Swatow, and Swatow will not send goods to Hongkong and Shanghai.

We wait until we can see what regulations are to be enforced, and the Tung Li Yamen and the Inspector of Customs accept our petition, and then we will acquaint you that cargoes may be consigned as formerly.

We merchants, charterers of vessels, and consignees of cargo, are of one mind; we put forth our strength and we call on you all to be united and not to break through this resolution. If at the ports any with covetous hearts seek you to charter vessels or send cargo to Swatow, to do so would be to break through the regulations of our trade, and we earnestly exhort you to advise such not to do this, even though much money may be gained by doing so. By thus making this resolution we shall hinder the Commissioner from hindering people, and those who help us will be our friends.

We have received instructions. Under these regulations all vessels arriving here will be liable to be fined, which is not to be borne. We have therefore agreed for a time not to do business.

Let not blam us. We desire regulations under which we can carry on business without hindrance, and therefore we address you this letter.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Hon. Francis Swinton, Acting Chief Justice.)

Friday, June 10.

WUN MUI Yu v. THOMAS.—This is a case to recover damages for shore delivery of a cargo consisting of sugar, which the plaintiff says was caused by the negligence of the captain of the vessel as agent of the charterer.

The Attorney General, instructed by Messrs Sharp, Toller, and Johnson, appears for the plaintiff; and Mr Haydar, instructed by Messrs Breerton, and Wotton, for the defendant.

The following is the Jury:—Messrs A. P. McEwen, John Thorburn, F. D. Sisson, R. G. Alford, D. R. F. Crawford, R. Lyall, and Archibald MacClymont.

On the Court assembling to-day the Attorney General said he wished to make a few remarks with reference to the new departure in the defence. He said his lordship knew that under the old practice, and he believed under the practice now, a plaintiff could not be non-suit against his will, but there were few precedents bearing on the point. He wished to point out, supposing that there was good ground for non-suit upon what had been stated by his friend, that was ground the whole of which turned upon the construction of the cancellation, if it was good ground for non-suit, they had also good ground for a verdict. They had been allowed to come before the defendant, and put to the expense of trial, and the defendant did not take the right course. The right course would be to let the trial proceed when his Lordship, if so pleased, might direct the jury to find a verdict for the defendant. This verdict to be upon evidence, regarding the point of law, and then the point of law, then the defendant was entitled to have a verdict entered in his favour. If the proper course had been followed they should have been allowed to proceed. If his Lordship entered a non-suit the charges would have to be paid by the defendant.

The Judge entirely concurred in what his learned friend had said. That defence had not been raised in the answer. After giving all the consideration he could to the question he had come to the conclusion that it would be better to let the case go to the jury on the merits.

The Attorney General said it was a very large loss of cargo of that kind, and it was a loss which the surveyors attributed to other than sea damage. Coupled with that they had the fact that the Captain left without a supercargo, and that instead of assuming the responsibility the supercargo would have taken endeavours to force that responsibility upon somebody else. He held that that constituted a prima facie case.

Mr Haydar said the defendant in the case had been sued under a bill of lading and a charter party to carry a cargo from Amoy to Tientsin. He was sued for short delivery, said to have been caused by negligence. At that moment he proposed to let the charter party as an existing document, and a most important thing in that charter party was that clause four set forth that the cargo had to be brought alongside the ship, and there were few precedents bearing on the point. He wished to point out, supposing that there was good ground for non-suit upon what had been stated by his friend, that was ground the whole of which turned upon the construction of the cancellation, if it was good ground for non-suit, they had also good ground for a verdict. They had been allowed to come before the defendant, and put to the expense of trial, and the defendant did not take the right course. The right course would be to let the trial proceed when his Lordship, if so pleased, might direct the jury to find a verdict for the defendant. This verdict to be upon evidence, regarding the point of law, and then the point of law, then the defendant was entitled to have a verdict entered in his favour. If the proper course had been followed they should have been allowed to proceed. If his Lordship entered a non-suit the charges would have to be paid by the defendant.

The Judge entirely concurred in what his learned friend had said. That defence had not been raised in the answer. After giving all the consideration he could to the question he had come to the conclusion that it would be better to let the case go to the jury on the merits.

The Attorney General said it was a very large loss of cargo of that kind, and it was a loss which the surveyors attributed to other than sea damage. Coupled with that they had the fact that the Captain left without a supercargo, and that instead of assuming the responsibility the supercargo would have taken endeavours to force that responsibility upon somebody else. He held that that constituted a prima facie case.

Mr Haydar said the defendant in the case had been sued under a bill of lading and a charter party to carry a cargo from Amoy to Tientsin.

He should have thought that with those words and the present state of the law that it was impossible to find any claim whatever against them. A claim had, however, been made, and he would briefly show them—first what the law was upon a bill of lading of that kind, and secondly what really happened. The law with reference to the words "weight and contents unknown" was stated by a well-known Judge in the Court of Exchequer as follows: "The bill of lading of a vessel for carrying goods, whether they be of weight and value unknown, nevertheless, that the weight was represented to him as so much, but that he himself had no knowledge of the matter. He had looked through the law as well as his means in this Colony, permitted him, and he could not find a single instance in which the very sensible ruling of the Judge already referred to had been departed from. Where persons enter into a contract to load a ship at their own risk, and responsibility is only reasonable that the captain, who had no personal knowledge of the master, should sign the bills of lading presented to him by the charter party. He was bound to take what was the actual amount of goods on board the ship. It was for the jury to say whether all the goods had gone on board the ship and whether if so they were lost by their negligence while there. The Captain and officers of the ship had nothing whatever to do with the stowage of the goods, and they were of opinion that the supercargo did not understand the business, more especially of laying down goods. The supercargo had taken the charge part in the stowage had been removed."

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

By the Jury:—There was never any sign of the pump being checked. The tally of the cargo out of the ship into Meyer's godown was kept up, and after thirteen days knocking about put into Hongkong.

By Mr Haydar:—We were pumping water and molasses out, and therefore considered it to be my duty to get the cargo out. It had been 21 years on the coast, and I had a good deal of experience—supercargo.

